3. Minimum Sight Distance - In the interest of public safety, no less than the minimum sight distance applicable shall be provided. Vertical curves that connect each change in grade shall be provided and calculated using the following parameters:

SIGHT DISTANCE (METRIC)					
Design Speed (km/h)	30	50	60	90	100
Stopping Sight Distance					
Minimum (meters)	29.6	57.4	74.3	131.2	157.0
Desirable (meters)	30	70	90	170	210
Minimum K* Value for:					
Crest curve	3	9	14	43	62
Sag curve	4	11	15	30	37
Passing Sight Distance:					
Minimum Passing Dist for two lanes, in m	*	*	*	*	*

(General practice calls for vertical curves to be multiples of 10 meters. Calculated lengths shall be rounded up in each case.)
* Currently under revision.
(Reference NCDOT Metric Design Manual page 1-12 T-1)

SIGHT DISTANCE (ENGLISH)				
Design Speed, MPH	30	40	50	60
Stopping Sight Distance:				
Minimum (ft.)	200	275	400	525
Desirable (ft.)	200	325	475	650
Minimum K* Value for:				
Crest Curve	30	60	110	190
Sag Curve	40	60	90	120
Passing Sight Distance:				
Minimum Passing Distance for 2 lanes, in feet	1,100	1,500	1,800	2,100

(General practice calls for vertical curves to be multiples of 50 feet. Calculated lengths shall be rounded up in each case.)
(Reference NCDOT Metric Design Manual page 1-12 T-1)

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* K is a coefficient by which the algebraic difference in grade may be multiplied to determine the length of the vertical curve which will provide the desired sight distance. Sight distance provided for stopped vehicles at intersections should be in accordance with "A Policy on Geometric Design of Highways and Streets, 1994".